28

1944 **File No.** 6269/36

P W **DEPARTMENT**

B CLASS C **BRANCH** II

Subject:— Post war reconstruction Programme:
i) Proceedings of the Nagpur conference and orders repreparation of project Estima for Roads.
ii) Progress of the post war Reconstruct planning.

BLK 1944

File No. 6269/36

Std. Book. Slip. 91 A

E-Br-II

G.R., G. D., No. 2408, dated 22-6-22.]

Correspondence

DOCKET SHEET

Subject :—

File No. 6269/36

P. W. **DEPT.**

E **BRANCH.** II

References :—

Copies from the main file B-[illegible]

Date.	To whom sent.	Notes and instructions.

A note for the information of local officers, in connection with the Proposed Post-war Reconstruction of Roads in the Bombay Province.

.....

Roads are to be classified into 4 categories:-

(1) National Highways are main highways running through the length and breadth of India, connecting Ports, Foreign Highways, Capitals of Provinces and of large States and including roads required for strategic movements for the defence of India. For undeveloped areas, as a first step National Trails should be constructed and later they could be converted into roads to suit traffic requirements.

National Highways should be the frame on which should be based the entire road communication system of the country. These National Highways need not be all of the same specification but they must give uninterrupted road communication throughout India and connect the whole road structure. In the main, these highways should be of fairly high grade construction, but some, in spite of their national importance, may be largely unmetalled or gravelled roads, as for instance, a highway across the Rajputana desert or across Bundelkhund.

(11) Provincial (or State) Highways are defined as all other main trunk or arterial roads or a Province or State, connecting National Highways, or highways of adjacent Provinces or States, district headquarters, and important cities within the Province or State ans serving as the main arteries of traffic to an d from District Roads.

Provincial or State Highways should be the main arteries of commerce by road within a Province or similar geographical unit. In places they may carry heavier traffic than many of the National Highways, but this will not alter their designation, or function.

(111) District Roads are divided into two classes and defined as roads traversing each district, serving areas of production and markets and connecting these with each other or with highways and railways. These roads should be capable of .....

of taking road traffic into the heart of rural areas throughout the year with only minor interruptions. It is proposed to aim at having every village in all highly populated areas within about 2 miles of such a road and within 5 miles or so in other areas. District roads are to be sub-divided, according to the expected traffic and the specification necessary into two classes:-

(a) Major District Roads to be roughly of the same spacification as the Provincial or State Highways.

(b) Minor District Roads to be of a somewhat lower specification.

District Roads should be the main branches from the National or State Highways ans should take trafic into the interior of each district or similar unit or area. Many of the minor district roads are at present unmetalled and may remain closed for large periods in the monsoon. In a plan for development it should be aim to so construct and drain these roads that they become capable of substaining traffic through the year.

(iv) Village Roads: are to connect villages and groups of villages with each other and to the nearest district road or main highway or railway station.

Village Roads should be in essence farm tracks but the present practice of leaving such tracks to grow by themselves and maintain themselves should give place to an plan for a designed and regulated system.

All roads of whatever type or class should be so constructed that maintenance will be minimum.

Standars and Specifications:

A. Classification.

1. Land widths.

	Widths in feet. Normal	Minimum	Remarks.
(a) National Highways	250	150	(Approach to byepasses
(b) Provincial Highways	250	100	(or through large towns
(c) District Roads	100	66	(require special treat-
(d) Village roads		25	(ment.

The above widths are exclusive of construction borrow pits which should be on land temporarily acquired or leased.

2. Formation widths.

	In plains width in feet. Desirable	Minimum	In hard rock cutting. Width in feet.	
(a) National Highways	40	32	26)	
(b) Provincial Highways	-	32	26)	where possible.
(c) District Roads-major	30	24	22)	
(d) " " minor	-	24	22)	
(e) Village roads.	16	12	8)	

B.....

B. Engineering Standards.

3. Width of soling:

(a) Normal — One foot more than that of metalling vide item

(b) On High banks or close to bridge approaches, and in metalled dips — Full width as in (4) f below.

4. Width of wearing surface.

(a)	Medium traffic upto 1000 tons per 24 hours.	Concrete 10ft., other 12ft.
(b)	Heavy traffic from 1000 to 1500 tons per 24 hours.	10 and 12 ft. as above with 3 ft/ gravelled berms
(c)	Very heavy traffic over 1500 tons per 24 hrs.	18 ft. with gravelled berms otherwise 20 ft.
(d)	On curves.	Extra width - $\frac{1000}{R}$ on the inside. (R - rad. of curve in ft)
(e)	Over bridges.	Full width between wheel guards.
(f)	Over culvert and dangerous Banks.	Full width. Surfacing to be fanned out, to full width desirable, minimum 20 ft. and graded back 200 ft. on each side

5. Profile.

(a) Crust camber (as defined by I.R.C.)

(i) Concrete and surface roads 1 in 72 to 1 in 36

(ii) Waterbound macadam & gravel 1" " 48 " 1 in 24.

(b) Berms — as for road crust.

(c) On curves — no camber but superelevation over whole width.

d) Outer slope

(i) Banks upto 2 ft. height — 1 in 4

(ii) Banks above 2 ft. height — natural slope of soi

6. Ruling gradients.
7. Superelevation
8. Horizontal Curves.
9. Transition curves.
10. Vertical curves.

) Details to be worked by the Technical Sub-Committee of the Indian Roads Congress.

11. Rever Crossings:

(a) Road to be fully drained and bridged. When serious interruption is not likely to occur to traffic and a bridge would be unjustifiably expensive, causeways or submersible bridges may be provided.

" Serious.....

"Serious interruption" is stoppage of traffic for many periods exceeding 12 hours at a time on more than 6 days in the year or frequent steppages of traffic for shorter periods.
New bridges should as far as possible be of the deck type to provide room for awkward loads.
In the case of village roads, the interruption to traffic may be upto & 3 days at a time and upto 6 times a year. Causeways and culverts should ordinarily be sufficient.

(b) Loading:

(i) National and Provincials Highways and Major District Roads:- I.R.C. Heavy loading - (Indian Bridge Loading)

(ii) Village roads and District minor roads- Indian Light loading (to be envolved by I.R.C.)

12. Clear dimensions:

(a) Culverts: (20 ft. liner waterway and under): Full formation width.

(b) Bridges: (liner waterway over 20 ft.) Minimum 20 ft. clear between wheel guard for National Highways, Provincial Highways and Major District Roads. Minimum 12 feet between wheel guards for other roads.

(c) Causeways 20 ft. between wheel guards, minimum. If drop walls are provided, crust should be continued to drop walls.

(d) Headroom:- I.R.C. to decide.

(e) Railings: 9 ins. clear of wheel guards.

13. General : The I.R.C. should standardize all symbols used in highways engineering ans issue a glossary of highway engineering terms.

The essential requirement of a village road should be a surface not less than 12 ft. in width in ordinary flat country and banked sufficiently clear of natural or irrigation water, spanned by culverts where necessary, having approaches not steeper, in general, than 1 : 30. In flat country, where grades are seldom encountered, a ruling gradiant of 1: 50 should be aimed at with the steepest not more than 1: 20. With regard to village Roads, it would be sufficient to make earth roads, in the first instance, properly aligned and drained,.....

drained, and later(or in the case of the more important Village Roads, at an early stage) to take up such improvements as gravelling, metalling or trackways, the type depending on the needs of traffic and cost.

The National and Provincial Highways and Major District Roads should be designed for single lane traffic., individual stretches requiring dual or more lanes being considered on their merits. Sufficient land widths, as indicated above, should however, be secured from the beginning and the formations should be so aligned as to take into account possible future increase in the number of lanes of traffic.

War arrears:-

They would include repairs and reconstruction of roads damaged by war traffic and works of maintenance postponed during the war.

½———o)(o———½

Programme:-

The development programme is to be in two parts - a short term programme to deal with the immediate problems arising out of the war, and a long term programme to give adequate road communication throughout India. It is decided to anticipate the needs of India for 20 years after the war, and to aim at completion of the programme of development in 10 years.

The short term programme falls under two categories - (1) the use of demobilised men together with machinery released at the end of the war, and (11) the making up the damage to roads caused by war time conditions of increased traffic and short supplies.

Crossings:

All National Highways, Provincial Highways and Major District Roads are to be adequately bridged. When submersible bridges or causeways have to be provided, likely interruptions to be not more than 12 hours or more than 6 times a year. Village and minor district roads also are to have adequate stream crossings so as to be available for use with minimum interruptions.

Estimates:

Rates.....

Estimates:

Rates to be adopted for estimates costs should be based on 1938-39 rates plus 50% for probable post-war increase.

Land acquisition:-

As land acquisiton may hold up construction work, the acquisition should be taken up without waiting till the end of the water.

Paf.

National Highways in the Bombay Province.

Serial Number.	Name of Road	Total lenght in the Bombay province.	Lenght including in other roads	Net lenght under the road Col. 3 - Col. 4	In charge of Municipalities	In charge of States.	Net lenght in charge of Govt. of Dist. Local Board Co.5 (Cols 6 plus 7)	Remarks
1	2	3	4	5	6	7	8	9
							M. F.	
1.	Bombay-Agra-Delhi-Simla Road.	269	-	269	9-1	-	259- .7	
2.	Bombay-Poona-Bangalore-Madras Road.-	461-5	23-0	438-5	-	-	438- 5	23 miles included in No.1
3.	Bombay-Konkan-Mangalore-Karwar-Mangalore-Cochin Cape Comorim Road (length up to Madras Frontier.	418-1	45-6	372-3	0-7	-	371- 4	Miles dt 45-6 included in Nos.1 & 2.
4.	Bombay-Nadiad-Rajputana-Delhi Road.	418-4	33-2	385-2	8-6	49-5	326-7	Miles 33-2 included in No.1.
5.	Ahmedabd-Sind Road - (via Viramgam-Radhan pur Hyderabad).	52		52	2-0	-	50-0	
6.	Ahmedabad-Gondal-Porbunder Road via Ahmedabad-Dhandhuka-Rampur-Gondal.	90	6	84	-	-	84-0	6 Miles included in No.5.
(a)	Ahmedabad-Kaira-Nadiad-Godhra-Dohad-Indore-Sauger-Jubbulpur-Kronchi Road.	153	-	153	4	20-5	128-3	
7.	Mehmedabad-Mahudha-	33		33			33	
(a)	Daker Branch.							Branch.
8.	Surat-Dhulia-Malkapur--Nagpur-Raipur-Deoghar Cuttack Road.	232-3	8	224-3	-	23	201-3	8 Miles included in No.4
9.	Bombay-Poona-Ahmednagar-Nirmal-Jagdalpur-VizagapattamRoad.	201-2	108	93-2	-	-	93-2	108 miles included in No.2.
10.	Bombay-Poona-Sholapur-Hyderabad-Massulipattam Road.	278-3	111-6	166-5	-	-	166-5	
11.	Ratnagiri-Kolhapur-Road.	41	7-0	34-0	-	-	34-0	7 miles included in Bombay Konkan Goa Road (Hatkhamba Pali 7 miles).

12.....

1.	2	3	4	5	6	7	8	9	1
12.	Karwar-Hubli - Bellari-Gooty-Nellore Road.	164-7	17-3	147-4	-	-		147-4. Miles 7-3 included in Bombay-Konkan Road (Karwar to Baleguli).	
13.	Vengurla-Belgaum-Hubli-Bellari-Gooty Nellore Road.	78-0	-	78	-	-		78. Lenght from Vengurla to Belgaum only.	
14.	Marmagoa-Belgaum-Poona Road.	51	-	51	-	-	51.	Mileage upto Belgaum only lenght in Goa territory not included.	
15.	Karwar-Hubli-Sholapur-Osmanabad-Malkapur Road.	295-2	102-2	193-0	-	-		193-0 Common to Karwar-Hubli Bellari lenght from Karwar to Hibli and portion of Poona Sholapur Road. = 101 plus 1-2-102-2.	
	Nawanagar-Rajkot-Mahuva Road.	160-0	160-	160	-	160	-	-	
	Total -	3397-3.	462-3.	2935-0.	24-6.	253-2.	2657-0 say.		

2700 miles.

Information to be collected in respect of the existing Provincial and District Local Board roads in the Bombay Province.

1. Name of road.

2. Sections and their lengths in each Division.

3. Existing average land width in each section.

4. Formation width in each section.

5. Foundation:
Type, width and thickness of rubble or brick soling, and its condition at present.

6. Wearing surface:
Type, width and thickness of wearing surface, and its condition at present.

7. Cross Drainage Works:
(1) A statement of existing masonry works -(forms A and B), showing works requiring widening, strengthening or reconstruction.
(2) Bridges of over 100 linear feet requiring widening, strengthening or reconstruction.
(3) Existing dips or natural crossing to be bridged,
(a) Liner feet of waterway.
(b) Approximate height of H.F.L. above lowest bed.
(c) Nature of foundation (rough indication from general knowledge to be given. No. trial pits or borings required).

8. Improvements considered necessary.
(a) Raising ~~the~~ low lying portion of the existing road, giving approximate length and average height of bank.
(b) Diversions outside towns & villages, giving approximate length, and rough cost of the work at pre-war rates (1938-39).
(c) Widening of the existing road to bring into the required standard with average height of bank or depth of cutting in each section.

(d).....

(d) other improvements if any.

9. War arrears:
Repairs and reconstruction required due to damage done by war traffic, and due to postponement of repairs during war, with details of work required.

10. Land acquisition:

Approximate rate for the acquisition of open land in each section based on recent land acquisitions, if any.

(NOTE: A rough indication of cost is required. Reference to the Revenue Department not necessary for the present).

11. Intensity of traffic as per latest traffic census/.

General Remarks.

Paf.

6269/36

(C.B.) P. W. D.

Submitted.

2. The accompanying draft circular which was prepared by Rao Bahadur Kantawala and which he suggests, should be issued from the Sectt. is put up for approval.

Id/- 24.2.44.

Seen
Id/-
29-2-44

Pl. see my note of 26.2.44 on one of the two linked cases.

Id/- 27.2.44

After approval by the Addl. Secy and Secy. the R.D. and G.D. should, I think see, urgently, u.o. before issue.

Id/- 27.2.44

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6269/36

Post war Reconstruction.

Govt. of Bombay
Public Works Deptt.
Cir.No.6269/36-R.
Bombay Castle, 16th March 1944.

General orders in connection with.

Govt. Cir. Memo.

In connection with the work of planning and preparing Post War Reconstruction schemes, the Govt. of India have asked Provincial Govts. to submit before 31st March 1944 a preliminary report indicating all the larger schemes ~~completed~~ contemplated and giving at the same time as full details thereof as possible. The preliminary Project estimates for these schemes are to be submitted to the Govt. of India by the 31st August 1944. Detailed estimates for the work to be done in the first two years after the war are to be submitted by 31-12-44. In order to carry out this work so far the P.W.D. is concerned Govt. has inter alia opened a Project Circle together with Divisional Charges for Roads and for Irrigation.

2. As the Govt. of India desire that the work of Planning for Post War Reconstruction schemes should be carri out as expeditously as possible, it will be necessary....

necessary to collect all the ~~xxx~~ available information required for this purpose as soon as as possible. The S. Es. of Circles, the C.P.H.E. to Govt., the Ex.Engrs. of Dns. and the Collrs. of Dists. are therefore requested to render all the necessary assistance and to supply all the information required to the officers of the Project Circle, with the least possible delay, when asked by them.

3. The Collers. are also requested to ask the President of District Local Boards to render all necessary assistance to the officers of the Projects Circle in the matter of planning of P.W.D. schemes in respect of works falling with in their jurisdictions.

By order of the G. of Bombay.

I-1
24-2-44

To: The Rd.,
The G.D.,
The Commsrs. of Dns.,
The S.Es. of Circles,
The S.E., Project Circle,
The C.P.H.E. to Govt.,
All Collrs. of Dists. (with spare copies for distribution to Local Bodies).
All Ex.Engrs. Project Dns.,
Id/- 24.2.44.

All Ex. Engrs. of Dns.
The S.E. Project Circle.

4. It is not possible to detail at this stage the information that is likely to be required. As experinece is gained it should become possible for the officers of the Project Circle to anticipate their detailed requirements in this connection.

Items, however, which are obvious even now are (1) Recent land values (11) up-to-date cost of labour, materials, etc., (111) Present day costs of finished items of work.

5. Project Estimates and the detailed Estimates referred to in para 1 above will be prepared by the officers of the Project Circle who, for this purpose, will visit the District Headquarters etc., with such of their staff as may be considered necessary ~~and~~ and, by personal-contact with the local officers, obtain from the records such information as may be necessary for the task.

Id/- 27.2.44 Id/- 28.II.44 Id/- 28.2.44 Id/ 28/2/44.

Addl Secy.

Paf. Secy. U.O.R. No RD. dt 29-2-44

Revenue Department.

P. W. D. 6269/36.

Seen and passed on u.o. to the General Department.

2. Para 3 of the draft Circular requires Collrs. to ask the Presidents of D.L.B's to render all assistance to the officers of the Project Circle in planning. Post-War Reconstruction Schemes in respect of Local-Board Works. It was decided at the meeting of the Heads of Department held on 31st January 1944 that no future expenditure on P.W.R. schemes of whatever nature should on any account be entrusted to local bodies. It is, therefore, for consideration whether Collrs. should be requested to see that the local bodies are not given any assurance or promise of being entrusted with any P.W.R. schemes when the latter are asked to assist in planning such schemes.

Id/- 1.3.44.

Local bodies are not to be entrusted with ~~erection~~ execution of P.W.D works but I see u.o. ~~objection~~ objection to their help having overput no planing and preparation of project.

2. A In the para 5 may be omitted if P.W.D. agree.

u.o.r. to the E.D. dt. 1.3.44.

Id/- 1.3.44 G.D.

This Deptt. has no objection to the course proposed at X above being adopted.

2. This may be returned to the P.W.D. with the above remarks.

Id/- 6.3.44

In view of the Secy. R.D.'s ~~is~~ note, vide please portion marked X above it, will be quite necessary to omit the words "Local ~~Boards~~ Board" from the last line of para 3 of the draft on p.3. ante.

Id/- 9.3.44

I agree with para 1 of Secys.(R.D) note and with the I.As.E.D.

Id/- 11/3

P. W. D. dt. 13.3.44.

P.W.R.B.

. The G.C.M. within may now issue with the P.W.R. B. notification suggested by the R.D. and agreed to by the I.D. viz that the words "Local Board" from the last line of para 3 of the draft on p. ante may be omitted..

Id/- 15.3.44.

Yes- and also the words " It is hoped ... of " occurring at the beginning of para 5 of the draft are to be omitted as suggested by the Secy. R.D. in para 2 of his note date 1-3-44 at p. 5.

. . .

Id/-16.3.44

Post War Reconstruction.

General orders in connection with -

GOVERNMENT OF BOMBAY.

PUBLIC WORKS DEPARTMENT.

CIRCULAR No.6269/36-R.

Bombay Castle, 16th March 1944.

GOVERNMENT CIRCULAR MEMORANDUM.

In connection with the work of planning and preparing Post War Reconstruction schemes, the Government of India have asked Provincial Government to submit before 31st March 1944 a Preliminary Report indicating all the larger schemes contemplated and giving at the same time as full details thereof as possible. The Preliminary Project estimates for these schemes are to be submitted to the Government of India by the 31st August 1944. Detailed estimates for the work to be done in the first two years after the war are to be submitted by the 31st December 1944. In order to carry out this work so far as the Public Works Department is concerned Government has inter alia opened a Project Circle together with Divisional Charges for Roads and for Irrigation.

2. As the Government of India desire that the work of Planning for Post War Reconstruction Schemes should be carried out as expediously as possible, it will be necessary to collect all the available information required for this information purpose as soon as possible. The Superintending Engineer of Circles, the Consulting Public Health Engineer to Government, the Executive Engineers of Divisions and the Collectors of Districts are therefore requested to render all the necessary assistance and to supply all the information required to the officers of the Project Circle with the least possible delay when asked by them.

3. The Collectors are also requested to ask the Presidents of District Local Boards to render all necessary assistance to the officers of the Project Circle in the matter of planning of Post War Reconstruction Schemes in respect of Works falling within their jurisdictions.

4.....

4. It is not possible to detail at this stage the information that is likely to be required. As experience is gained it should become possible for the officers of the Project Circle to anticipate their detailed requirements in this connection.

Items, however, which are obvious even no whe (i) Recent land values,)ii) Up/to date costs of labour, materials, etc. (iii) Present day costs of finished items of works.

5, The Project Estimates and the detailed Estimates referred to in paragraph 1 above will be prepared by the officers of the Project Circle who, for this purpose, will visit the District Headquarters, etc., with such of their staff as may be considered necessary and, by personal contact with the local officers, obtain from the records such information as may be necessary for the task.

By order of the Governor of Bombay ,
Sd/-
(J. R. PHILLIPS,)
Deputy Secretary to Government .

G. R. M. No. 6369/36-R , P. W. D., dated the 16th March 1944.

To
The Revenue Department.
The General Department.
The Commissioner of Divisions.
The Superintending Engineers of Circles.
The Superintending Engineer, Project Circle.
The Consulting Public Health Engineer to Government.
All Collectors of Districts (with spare copies for distribution to Local Bodies)
All Executive Engineers, Project Divisions.
All Executive Engineers, Project Divisions.

No. of 1944.
Copy forwarded for information and guidace to

Copy of letter No. 1495 C/IVR/54-44 dated 21st February 1944 from the Secretary, Communication & Transport Sub-Committee, Government of Bihar, Public Works Department, Communication Branch, to the Consulting Engineer to the Government of India (Roads), Department of Posts & Air, Simla.

Subject :- Sub-Committee on post-war reconstruction communication and Transport.

In continuation of my letter No 1409C dated the 18th February, 1944, I have the honour to inform you that the first meeting of the Sub-committee for Communication and Transport of the Public Works Department and Communicati n Post War Reconstruction Committed set up by the Government of Bihar was held on the 16th February 1944 at Patna.

The Committee terms of reference are:-

1. What roads are required?
2. Where should the roads be situated from the point of view of administration, trade, development of transport and to meet the economic needs of the countryside.
3. Of what standard should there roads be?
4. What will be the cost of such roads?
5. To make suggestion as to how the roads can pay for themselves or be less costly and
6. To prepare and submit a report on the main committee within three months.

X X X

GOVERNMENT OF ASSAM.
Public Works Department-Communications Branch.
Circular letter No 1-8C

From- Mr. Allahmed, B. S, I. S. E., Secretary to the Government of Assam in the Public Works Department.

To - The Deputy Commissioner, Sylhet, Cachar, Kamrup, Goalpara, Darang, Nowgong, Sibsgar and Lakhimpur Districts.

Dated Shillong, the 4th January 1944.

Post-War Road Development,

Sir,

I am directed to address you on the subject of Road Development in Assam as one of the most important Planks in the post-War reconstruction programme which is being drawn up by the Government of Assam in pursuance of the Policy formulated by the Government of India and communicated to all provinces. We have to undertake energetically the preparation of a plan for post-war development of roads and for this purpose it is necessary that works should commence without delay.

2. Roads in Assam will be divided into the following four classes:-

(a) National Highways.

(b) Provincial Highways.

(c) District Roads Class I and II (Class II will be Rural Roads).

(d) Village Roads.

3. The planning of categories (a) and (b) will be taken up at the Headquarters by the Chief Engineers but in order to plan for the extension of the District and Village Roads it is necessary to consider each District in the light of its actual needs with due regard to the facilities required for moving agricultural produce, access to villages trade and industrial centres, and the scope for the development of backward areas. The plan may be based on a preliminary target of not leaving any important village more than, say half a mile from a public road. In planning the District and Village roads, it is suggested that the Deputy Commissioners should invite a Conference of the local officials and the representatives of the public who are users of roads and specially interested in their development and ask for their views and proposals and summarise these by making definite recommendations, showing the alignment of the new roads proposed, on a map. The Executive Engineer of the area will give such assistance as is needed and will produce maps on a which the roads are to be indicated. The proposals should include the improvement of the existng roads where such improvement is desirable, stating the standard aimed at; as well as the construction of any new district, rural and village roads considered necessary; and also the conversion of any new

district, rural and village roads considered necessary; and also the conversion of any new ferries into bridges. While it is left to the Deputy Commissioners to extent the invitation to any person whose advice or opinion is likely to be helpful, it is not considered desirable that the number should be so enlarged as to make the Conference unwieldy. Among the official beside the Executive Engineer whose presence will, of course, be essential, it appears desirable that a representative of the Forest Department, another of the Agricultural Department should be invited, and also all the Subdivisional Officers, Among non-officials it is necessary to invite all Chairman of Local Boards and the Chairman of the local branch of the Indian Tea Association; and where possible representatives of the Steamer Companies, Motor Transport Association, if any, and of any large industy in the District may also be included, As regards the representatives of the Agricultural interests, the Deputy Commissioner wil nok doubt consider the best method of securing this.

4. It is desirable that the representatives of diffwent bodies and interests invited to the Conference should consult their constituencies and associations and have definite proposals thrashed out and ready before they attend the Conference, so that the views of the general public may be truly reflected in their proposals. This will also avoid undue delay in the deliberations of the Conference and in the formulation of final, recommendations.

5. I am to request, that you will be good enough to invite the proposed Conference for Road-planning as early as possible and to submit a summary of the proposals togbher with a map not later than the 7th February 1944. You are also requested to state the order of prority of the different proposals; and as the entire programme is to be spread over a period of ten years it should be stated as to which scheme should find their place in the first year. The Government of India require the Project Estimate for all the roads in the province before the 1st August 1944, and as the Government

~~of India requires the Project Estimates for all the roads in the previous before the~~ of Assam will have to arrive at a decision as to the extent to which road development in Assam is necessary, before calling upon the Public Works Department to take up the surveys and the preparation of the Project Estimates, which will involve the employment of a large staff and a very heavy amount of work; it is evident that this cannot be done if preliminary prop sals are not received from the Deputy Commissioners within the date specified.

6 I am to add that the planning of roads is to be taken up underterred at this stage by financial considerations. The criterion should, therefore, be the actual needs of the country. The Rural Roads should be fit to take motor traffic all the year round with few interruptions; in many cases earth roads may suffic. As regards the Village Roads if there are any which, should in your opinion be roads fit to carry motor traffic, these should be indicated distrinctly as such.

7. Copies of this letter are being sent to all Subdivisional Officers, and Chairmen of Local Boards direct, and spare copies are enclosed to enable you to forward to others who are to be invited to the Conference in your district.

8. In the Hill Districts, it is proposed to convert 25 per cent. of the bridle paths into motorable roads; proposals in this reppect should also be submitted.

Yours obedient servant,
ALIAHMED,
Secretary, Public Works Deptt.

Memo. No. 20/30C.

Dated Shillong, the 4th Jan. 1944.

Copy forwarded to the Deputy Commissioner, Khasi and Jaintia Hills, Deputy Commissioner, Garo Hills; Deputy Commissioner, Naga Hills, Superintendent, Lushai Hills; Political Officer, Sadiya Frontier Tract; Political Officer, Balipara Frontier Tract; Political Officer, Tirap Frontier Tract; for information and favour of necessary action. Proposals about roads and bridle paths in your district may please be submitted after consultation with such official and non-official persons as you consider necessary.

Copy.....

Copy forwarded to Executive Engineers of all Divisions in Assam (except the Embankment and Drainage Division) for information and necessary action in consultation with the Deputy Commissioners.

Copy forwarded to Chairmen of all Local Boards in Assam for information and necessary action.

Copy to all Civil Subdivisional Officers for necessary action.

Copy to (1) Chief Secretary (2) Secretary, Local Self-Government Department (3) Secretary, Finance and Revenue Departments (4) Secretary to the Governor of Assam (5) Commissioner of Divisions (6) Conservators of Forests (7) Director of Agriculture (8) Political Secretary, Planting and Commerce Group, Assam Legislature, (9) Secretary, Surma Valley Branch, Indian Tea Association, (10) Secretary, Indian Tea Planters' Association, Surma Valley.

By order of the Governor of Assam,
ALI AHMED,
Secretary, Public Works Deptt.

22

GOVERNMENT OF INDIA.
Posts & Air. Department of Posts & AIR.

No. R185.
Dated Simla, the 23-3 March 44

From

Masarrat Husain Zuberi, Esquire, I. C. S.,
Under Secretary to the Government of India,

To

The Secretary to the Government of Bombay,
P. W. D.

Subject:- Post-War Road Development.

Sir,

I am directed to forward herewith, for information, a copy of the Government of Assam, P. W. D., Circular letter No. 1-8C, dated the 4th January 1944, and extract of the Bihar Govt's letter No. 1495 C/IVR-54/44, dated the 21st February 1944, which indicate the action taken by these Governments in connection with the planning of post-war road development. I am to request that this Department may be kept informed of the action taken by the Provincial Government in this connection.

I have the honour to be,
Sir,
Your most obedient servant,
Sd/-
Under Secretary to the Government of India.

D. A. Referred to.

~~2~~ 19

23

No. 6269/36-R.

P. W. D.
B. C., 12th April 1944.

To

The Secy. to the Govt. of India,
Department of Posts and Air.

Subject:- Post- War Road Development.

Sir,

I am directed to refer to your letter No. R. 185, dated the 23-3-1944, and to inform you that this Govt. has sanctioned the creation of an organisation as detailed in G R., P. W. D., No. 6717/36 (1), dated the 17-3-1944 (copy enclosed), for the planning and preparation of projects in connection with the Post War Reconstruction Schemes for Roads and Irrigation works.

2. Instructions have also been issued to the local officers concerned to render all the necessary assistance, and to supply all the information required to the officers of the Project Circle, with the least possible delay when asked by them, in order to enable them to furnish to this Govt. the requisite information required for the submission of the preliminary Project estimates for the P. W. R. Schemes by the 31st August 1944 and the Detailed estimates for the work to be done within the first two years after the war by the 31st December 1944, to the G. of I. vide G. C. M., P. W. D., No. 6269/36- R, dated 16-3-44 (copy attached).

3. In the meanwhile, it has been decided that the Post War Reconstruction Planning, including Road Development, should have for its objective the general improvement of the entire Province in every aspect over a period of 15 years and that, as a working basis, th execution of this comprehensive plan should be divided into three 5 year periods. The P. W. Reconsttruction Schemes are to be divided into the following categories:-

(i) Special priority schemes which must be put into effect as quickly as possible.

(ii) Schemes to be spread over the entire Province.

(iii) Schemes to be executed in particular areas.

(iv) Schemes to be constructed in selected or concentrated xxx areas.

District .....

District.*
(1) Satara-All Talukas.
(2) Poona-Indapur taluka and Dhond and Sirur Petas.
(3) Sholapur-Karmala, Sangola, Malsiras, and Pandharpur talukas.
(4) Ahmednagar-Newasa, Kopergaon, Rahuri, Ahmednagar. Parner and Shrigonda talukas and Karjat Peta.
(5) Kolaba-Mahad, Mangaon and Roha talukas.
(6) Ratnagiri-All talukas except Vengurla Peta
(7) Belgaum, Bijapur, Surat — All talukas.

4. Regarding district and village roads it has been decided that these will be constructed in the " concentreated areas" as well as in other areas of the Province. The allocation of funds for this purpose between the other areas and the "concentrated areas" will be in the proportion of 50: 50: in the case of district roads and 25: 75 in the case of village roads.

5. In accordance with the decisions referred to in paras. 3 and 4 above the planning of Post War Road Development on the general lines indicated in the statements enclosed herewith has been taken in hand by this Government.

Your obedient servant,

Copy, together with a copy of the letter under reply, forwarded to:-

the Superintending Engineer, Project Circle,
the Executive Engineer, Project Division Roads, (North),
the Executive Engineer, Project Division Roads, (South),
the Executive Engineer, Project Division Roads, (Central),
the Executive Engineer Revenue Department, (with reference to this Department demi-official letter No. 6369/36-C, dated 21-3-44, with preliminary report, so far as the P. W. D. is concerned, were transmitted,)

for information
Id/-
8-4-44.

Id/-
10-4-44.

D. A.-1 . . .
P.W.D.No. 6717
36 (1) d. 17.3
44.
2 G C. M.P.W
D No. 6369/3
-R d.16.3.44
3 Statts.

* which are details required for the purpose of the

RECONSTRUCTION COMMITTEE OF COUNCIL.

Secretariat,
North Block,
New Delhi, 30th December 1943.

Subject:- Reconstruction Planning.

I am directed further to address you on the subject of post-war reconstruction planning, the greater part of which must necessarily be in respect of subjects falling primarily within the responsibility of the Provincial Governments. In paragraph 10 of Defence Department's letter, No. F. 19 (a) MPA/43, dated the 9th of August 1943, a request was made for urgent and energetic action on generous lines, without bothering for the time being about the exact method of financing schemes, although the point was stressed that planning should include in respect of each scheme a full and careful assessment of its financial aspect. While not overlooking the fact that hurried examination and hasty decision involve an element of risk, the Government of India feel that in view of the progress of the war, the work of reconstruction planning should be speeded up as much as possible, to enable an early start to be made on general co-ordination, and at least provisional decisions to be taken as to the development schemes to be put into operation within the first two post-War yyears and their relative priority inter se.

2. The pace and extent of reconstruction and development after the war will be limited by the two critical factors of materials and finance. In many cases machinery and plant will have to be obtained from overseas, and unless such demands are placed with Government backing through the Governments of the United Kingdom, the U. S. A., etc., they are unlikely to be met for several years to come. Per contra, an early termination of the war in the West may permit of plant and technical assistance being obtained with Government backing before the Conclusion if ~~gimmmx~~ hostilities with Japan; and in any case priorities are likely to be decided at that stage which could not easily be upset at a later date. Even in respect of stores and other materials which can be provide from resources that will become available to Government at the end of the War or earlier if and when the war effort is shifted from India to area further East), it will probably.....

probably be necessary to fix some order of priority for their allocation and use. Then, again, the execution of certain schemes may be dependent upon grants or loans to be provided by the Centre. Coordination in all these matters will only be possible if the Centre is in a position to see the picture as whole and to bring under review all the larger schemes contemplated by Provincial Governments and the Indian States (including projects of purely local interest which can be undertaken by the Administrations concerned from local resources), along with the requirements of their own areas and departments such as the railways.

3. Each Department of the Government of India has accordingly been asked to obtain, in respect of the subjects with which it is concerned, preliminary reports from Provinces and States before the end of March 1944, indicating all the larger schemes contemplated by these administrations, in as full detail as possible. The precise details required in respect of each subject will be explained by the Departments.

I am to say that the Reconstruction Committee of Council have no doubt that the ready co-operation of Provinces and States will be forthcoming in this regard and to request that the information which will shortly be called for by the Departments be furnished as quickly as possible.

Yours sincerely,
T. J. Hutten,
Lt.-General, Secretary
R. C. C.

I. H. Taunton, Esqr., CIE., B. A. (Cantab),
J. P, I. C. S.
Chief Secy. to the Govt. of Bombay, Bombay.

+ 25
87

EXPRESS LETTER.

No. 6269/36-C. BC. 2-3-44.

From

BOMWORKS, BOMBAY.

To

POSTMR, NEW DELHI.

In paragraph 3 of his letter No. 4/R C, dated 30th December 1943, addressed to the Chief Secy. to the Govt. of Bombay, the Secretary, Reconstruction Committee of Council, New Delhi, intimated that each Deptt. of the Govt. of India has been asked to obtain, in respect of the Subjects with which it is concerned, preliminary reper from Provinces and States before the end of March 1944, indicating all the larger schemes contemplated by ~~them~~ their in connection with post-War reconstruction planning in as full details as possible, and further, that the precise details required in respect of each subject will be explained by the Deptt. of the G. of I. Concerned.

2. As no directions have so far been received from you in regard to Post-War Planning in relation to roads, kindly Communi cate, with the least possible delay, the precise details required in this connection so as to enable this Govt. to furnish them to the Govt. of India before the end of March 1944.

Id/-
1-3-44.

Id/-
1-3-44.

Note. should

After issue, the question ~~must~~. be exd. as to the be necessity or otherwise of similar action being taken respect of (i) buildings ~~deys~~ (ii) Some any projects (iii) "grid" scheme, etc.

Id/- 2-3-44.

Mr. Gagde

Pl. give 5 copies to Project Circle & return.

five copies have been received.
Id/-
3-3

To

I. B.
M. B.
W. B.

to pl. see and return.

Id/-
4-3-44.

29 25

GOVERNMENT OF INDIA

POSTS & AIR DEPARTMENT

No.Ri95

Date Simla the 25th Mar.1944

From: Nasarrat Husain Zuberi,Esquire,I.C.S.,

Under Secretary to the Government of India,

TO: The Secretary to the Government of Bombay,

P. W. D.

.....

Preliminary reports regarding post-war road planning.

Sir,

With reference to your express letter No.6269/36-C,dated the 2nd March 1944, I am directed to say that the Government of India consider that the road plan outlined at the Chief Engineer's Conference held at Nagpur in December 1943 gives the "general picture" of road planning required by the Reconstruction Committee of Council and that sufficient details for the present purposes might be taken as given in the estimates framed by that Conference . The preliminary report regarding post-war planning in relation to roads should therefore, if the Provincial Government have no objection consist of the plan outlined at the Conference and the details referred to in appendix II of the Proceedings of the Conference.

2. Unless the Provincial Government wish to depart from the general plan outlined by the Chief Engineers, the Government of India are of the opinion that no useful purpose will be served by working out schemes in details at this stage. This presupposes that the Provincial Government are taking steps to set up their road planning organisation immediately as reccommended by the Chief Engineers' Conference and will be in a position to furnish the Government of India with the detailed information specified at page 36-50 (particularly pages 26,38-39 and 40) of the Proceedings within the time fixed by the Conference viz.'project estimates' by the end of August 1944 and first phase estimates by December 1944.

D.f. N.L

I have the honour to be,

Sir

Your most obedient servant,

~~27~~
31

No. 6269/36-R. P. W. D.
B. C., 13th April 1944.

To
The Secy. to the Govt. of India,
Posts and Air Deptt.

Sub- Preliminary reports regarding post-War road planning.

Sir,

With reference to your letter No. R-185, dated 25-3-44. I am directed to inform you that it is noted that the preliminary report regarding post-war planning in relation to roads should consist of the plan outlined at the Chief Engrs' conference held at Nagpur in Decr. 1943 and the details referred to in Appendix II of the Proceedings of that Conference and further that the Schemes are not to be worked out in detail for the purpose of the preliminary report which was due to reach the G. of I. by the 31st March 1944.

2. I am further to inform you that this Govt. has set up the necessary road planning organisation, vide G. L. No. 6269/36 R, dated 12-4-44, and steps to furnish the G, of I. with the detailed information asked for as early as possible will be taken. It is however feared that, considering the short time available and the difficulty of assembling the necessary P. W. D. staff, especially the lower grades, it may not be possible to complete the whose programme of project Estimates by the 31st August 1944 particularly as the monsoon will set in after about 2½ months and, consequently, over a considerable area of this Province field work will be seriously interfered with after the 15th June 1944.

3. The preparation of the First Phase Detailed Estimates will be taken in hand after the Project Estimates have been considered and the order of priority of the road works fixed by the G. of I. These estimates will also be prepared as expeditiously as possible.

Yours obedient servant,

J. E. Nil

Copy.....

Copy, together with copies of the marginally * noted

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*1. Govt. Ex. letter No. 6269/36-C, dated 2-3-44.
to the Secy. to the G. of I., P& A. Deptt.

2. Letter No. R-185, dated 25-3-44 from the Secy. to the G. of I., P. & A. Deptt.

Noted
Correspondence forwarded to -

the S. E. Project Circle,
the Ex. Engr., Projects Dn., Roads, (North),
the Ex. Engr., Projects Dn., " (Central),
the Ex. Engr., Projects Dn., " (South),

for information.

Copies to the R. D. with refce. to this Deptt's d. o. letter No. 6269/36-C, dated 21-3-44, with which the details required for the purposes of the preliminary report so far as the P. W. D. is concerned, were transmitted.

Id/-
3-4-44.

Id/-
3-4-44.

Id/-
4-4-44.

Id/- 10-4-44.

A(R)-